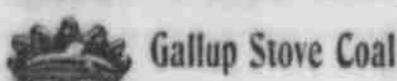


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DIRECT FROM THE INDIAN TRADE TO YOU, THE LARGEST
AMOUNT AND THE LOWEST PRICES FOR STRICTLY HIGH
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Funeral Director and Embalmer
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LADY ASSISTANT.
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Office Phone 115.
Residence Phone 3257.

**FLAT INCREASE IN
WAGES DEMANDED
BY THE COAL
MINERS**

Uniform Workday Inside and
Out and Half Holiday on
Saturday Favored by Organi-
zation.

**BASIS FOR JOINT
CONFERENCE TUESDAY**

Sub-Committee to Arrive in
Copper Zone Monday to Be-
gin Inquiry into Michigan
Strike Situation.

**DEEP INTEREST SHOWN
IN ROUND-THE-WORLD
AERONAUTIC CONTEST**

[By Leased Wire to Evening Herald.]
Indianapolis, Feb. 3.—A flat in-
crease of five cents a ton on a mine
run basis, a ten per cent increase on
all dead work, yardage and day la-
bor, and a half holiday on Saturdays
were the principal recommendations
of the scale committee submitted
to the convention of the United
Mine Workers of America today.

The report is the basis for work
of the joint conference of miners and
operators of the central competitive
field, which meets in Philadelphia
next Tuesday. This field includes
Illinois, Ohio, Indiana and western
Pennsylvania. Efforts were made
to amend the second section to pro-
vide for ten cents advance increase
on the ton. It was opposed by sev-
eral on the ground that the amount
could not be won and a compromise
would have to be made. President
John P. White of the organization,
spoke in favor of five cents advance.
He said the demand was reasonable
and believed it would be granted by
the operators.

The report of the committee fol-
lows:

That all coal be weighed before
being screened and paid for on a
mine basis.

That we demand a flat five cents
per ton increase at the basing point
"A ten per cent increase on all
dead work, yardage and day labor."
"A uniform workday and wage
scale for all outside and inside in-
hor."

"A proper readjustment of the ma-
chine differential at the basing point."

That we demand that all local in-
equalities and internal differences be
referred to the various districts af-
fected for settlement.

That we demand a complete
checkoff for the miners organization
through the company's offices.

We demand that where the price

or regulation of power is made a
contract provision, that union made
power shall be furnished.

That the miners work only one
half day on Saturday.

That the company shall pay drivers
for time from taking charge of
stock until they, the company, re-
ceive same.

We demand that our contract
shall be in effect for two years."

The first clause was adopted with-
out debate.

**JUROR CANNOT HOLD
DEPUTY SHERIFF'S JOB**

Houghton, Mich., Feb. 3.—A ruling
today by Judge Flanagan that the holding of a deputy sheriff's
commission by prospective jurors
was sufficient ground for a challenge
for cause rendered the task of ob-
taining a jury in the Nesberville
case more difficult and little pro-
gress was made at the morning ses-
sion of the trial.

At the beginning of the copper
miners strike more than 1,000 em-
ployees of the companies who remained
at work were sworn in as depu-
ties. Many of these men were in-
cluded in the special verdict of 160
summons last night and when this
fact was established in their exam-
ination they were promptly excused.

Judge Flanagan also ruled that if
a prospective juror answered that owing
to his view he could not say that he
would not be prejudiced in reaching
a verdict he would be subject to
challenge for cause. Eleven jurors
had been tentatively accepted up to
this afternoon's session.

COPPER STRIKE INQUIRY

TO BEGIN MONDAY

Washington, Feb. 3.—First hearings
by the congressional committee
investigating the Michigan copper
strike will be held in Hancock
Mich., Monday. Headed by Repre-
sentative Taylor, the committee
will leave Washington for Hancock
Thursday night. Representative
Howell of Utah, and Cases of Penn-
sylvania, will go with Representative
Taylor; Representative Switzer of
Ohio, and Hamlin of Missouri, will
join the sub-committee later.

Chairman Foster, with the sub-
committee to investigate the Colorado
coal strike, will leave Wash-
ington for Denver tomorrow.

"It was further developed that accord-
ing to this comparison in the navy
year book the tonnage of the German
battleships was from 19,974, which
was the smallest, to 12,991, which was
the largest of 26 German battleships,
and that of 27 American battleships,
the smallest was 11,316 and the largest
16,099 tons. The secretary admitted
that, so far as the tonnage of the
battleships was concerned, the Amer-
ican navy was greater than that of the
Germans, as well as an excess of
new battleships in favor of the
American navy.

"In regard to the armament of the
German twenty battleships it was de-
veloped that ten of them were sup-
plied each with four guns, 9-4-16 inch
in calibre, and the other ten each with
four guns 11 inches in calibre, while all of
the 27 American battleships are
each armed with four 12 inch or 13
inch guns, showing the great super-
iority of the American battleships in
point of power of guns.

"Comparing the dreadnaughts of
the German with those of the Amer-
ican navy, it appeared, according to
the year book, that the German navy
has 12 and the American has only
seven. This result is brought about
by including in the list of German
dreadnaughts four ships which are
armed with 11 inch guns, while all of
the dreadnaughts in the American
navy are armed with 12 or 14 inch
guns. The result was further brought
about in the year book by taking out
of the dreadnaught class, the Michi-
gan and the South Carolina, each of
which has a tonnage of 16,990 tons,
and each of which is armed with eight
12 inch guns. If the Michigan and
the South Carolina had been put in
the list where they belong, and where
they were placed in the 1912 navy
year book and previous to that time,
and the four German ships which
have only 11 inch guns were taken out
of the dreadnaught type and put into
the battleship class where they belong,
then the dreadnaughts in both of the
navies would be the same in number—
nine.

"In regard to the tonnage of the
dreadnaughts of the two navies it was de-
veloped that the lowest tonnage in
the German dreadnaught was 22,544
tons and the largest 24,308, while in
the American navy the lowest ton-
nage was 18,900 and the highest is 27,
869 tons.

"Comparing the dreadnaughts of
the German navy with those of the Amer-
ican navy in point of guns it was
developed that four of the German
dreadnaughts each has an armament
of twelve 12 inch guns and the other
five each an armament of ten 12 inch
guns, while in the American navy it
appeared that two had an armament
each of eight 12-inch guns, four, ten
12 inch guns, two of twelve 12 inch
guns and two of ten 14 inch guns,
showing the great superiority of the
American dreadnaughts in the calibre
and power of their guns.

"Comparing the two navies with
reference to dreadnaughts now building,
it appeared that the smallest
dreadnaught now being built in the
German navy is 28,578 tons and the
smallest building in the American
navy is 27,000 tons; that the largest
dreadnaught building in the German
navy had a tonnage of 28,900 and the
largest building in the American navy
has a tonnage of 21,400, or an excess
of 3,400 tons over the largest German
ship now building. Comparing the
dreadnaughts now building further
with reference to the armament, it
appeared that the four smallest Ger-
man dreadnaughts now building have
each ten 12 inch guns and that the
two largest building have each eight
12 inch guns, while all the dread-
naughts now building in the Amer-
ican navy have 14 inch guns, three of
them being supplied with ten each
and two of them with twelve each.

"It was further developed in com-
paring the American navy with the
Japanese navy that the American navy
has 25 battleships and the Japanese
only 19, including all those in both
navies that are built and build-

about the facts.

In their questioning the congressmen
brought out that three American
battleships, the Oregon, Mass-
achusetts and Indiana, which are of
the same tonnage and of heavier arm-
ament than ten listed German battleships
are left out of the United States
list altogether; and that the year
book instead of giving the United
States thirty-six battleships built and
building, compared with Germany's thirty-five,
should have credited the United States with 29 battleships of
heavier total tonnage and armament
than Germany.

They also brought out that the navy
statisticians have this year for the
first time taken out of the dread-
naught class the battleships South
Carolina and Michigan, which have
dreadnaught armament, and have put
into the German dreadnaught class
four ships of 11-inch gun armament.
The year book's comparison gives
Germany thirteen dreadnaughts and
the United States seven, while the
congressmen insisted that the correct
figures should give Germany and the
United States nine dreadnaughts each.

Detailed results of their investiga-
tion of the year book comparisons
were announced by Representatives
Witherspoon and Hensley in the fol-
lowing statement:

"It was developed that the United
States appeared to have three less
battleships than Germany because
three American battleships were omitted
from our list, namely, the Oregon,
Massachusetts and the Indiana.

The reason suggested by the secretary
of the navy for the omission of these
three battleships was that they were
old and obsolete, but it appears that
in the German list is included ten battleships,

to wit: Kaiser Frederick III,

Kaiser Wilhelm II, Kaiser Karl Der

Große, Kaiser Wilhelm Der Grosse,

Kaiser Haussar, Wittelsbach, Schles-

vington, Wettin, Mecklenburg, Schles-

wig, each of which has a tonnage of
10,274 built at the same time as the
omitted American battleships, and
each having a main armament of four
9-4-10 guns, while the Oregon, Mass-
achusetts and Indiana have a main
armament of four 12 inch guns and a
tonnage of 16,288 tons each.

"A high English authority was pre-
sented to the secretary of the navy
showing the inferiority of these ten
German battleships with their 9-4-10
inch guns, to battleships armed with
12 inch or 13 inch guns.

"It was further developed that accord-
ing to this comparison in the navy
year book the tonnage of the German
battleships was from 19,974, which
was the smallest, to 12,991, which was
the largest of 26 German battleships,
and that of 27 American battleships,
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